



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 3

3500 NW Stewart Parkway

Roseburg, OR 97470

(541) 957-3500

FAX (541) 957-3547

DATE: July 23, 2009

TO: Oregon Transportation Commission

FROM: Matthew Garrett, Director
Oregon Department of Transportation

SUBJECT: Oregon Highway Plan amendment to classify newly acquired state roadways

Requested Action:

Adopt a minor amendment to the Oregon Highway Plan (OHP) to establish a highway classification of Statewide Highway for the Highway 140 Extension.

Background:

OHP Highway Classifications establish the applicable mobility and access management standards, and also influence levels of maintenance and investment. ODOT Procedure PLA 03-01 establishes a process for classifying highways in the state highway system. This Procedure clarifies that when a highway is constructed or reclassified, the Oregon Transportation Commission (OTC) must approve an amendment to the Oregon Highway Plan (OHP) to establish the new highway classification for the highway section. ODOT's "Transferring Roads" handbook, published in 2003, further clarifies that any change to the state highway system must result in a related OHP amendment and that a Highway Designation Resolution must also be approved to add a roadway to the state system.

Jurisdictional Transfer Agreement No. 781, which was fully executed on October 17, 2007, gave ODOT jurisdiction of several roads extending between the intersection of Highways 140 and 62, and the Interstate-5 Exit 35 (Seven Oaks Interchange). This transfer occurred as a preliminary step for an ODOT project to provide an improved road connection for freight movement along this route. To enable management as a Statewide Highway with the corresponding access and mobility standards, an OHP amendment and classification is needed at this time.

Summary of Change:

The following segments of road shall be classified as a Statewide Highway in the Oregon Highway Plan.

Leigh Way, County Road No. 1048 (Milepoint 0.00 - 0.19)
Agate Road, County Road No. 515 (Milepoint 0.50 - 0.80)
Avenue "G", County Road No. 690 (Milepoint 1.40 - 2.20)
Pacific Avenue, County Roads No. 568 (Milepoint 0.00 - 0.17)
Kirtland Road, County Road No. 712 (Milepoint 0.00 – 4.33)
Blackwell Road, County Road No. 508 (Milepoint 0.00 – 1.24)

Exhibits: A: Staff report
 B: State Agency Coordination (SAC) letters requesting comment
 C: E-mail response from DLCD
 D. PowerPoint presentation

Oregon Highway Plan Amendment

Highway 140 Extension to I-5 Exit 35 Highway Classification

Staff Report

Requested Action

An amendment to the Oregon Highway Plan (OHP) is requested to establish a classification of Statewide Highway for the Highway 140 Extension, which is shown on the attached Vicinity and Location maps. This roadway extends approximately seven miles between the intersection of Statewide Highways 140 and 62, and Interstate-5 (I-5) Exit 35 (Seven Oaks Interchange). Moving westward from this intersection to I-5, the proposed Highway 140 Extension includes the following roads:

Leigh Way (Milepoint 0.00 - 0.19)
Agate Road (Milepoint 0.50 - 0.80)
Avenue "G" (Milepoint 1.40 - 2.20)
Pacific Avenue (Milepoint 0.00 - 0.17)
Kirtland Road (Milepoint 0.00 – 4.33)
Blackwell Road (Milepoint 0.00 – 1.24)

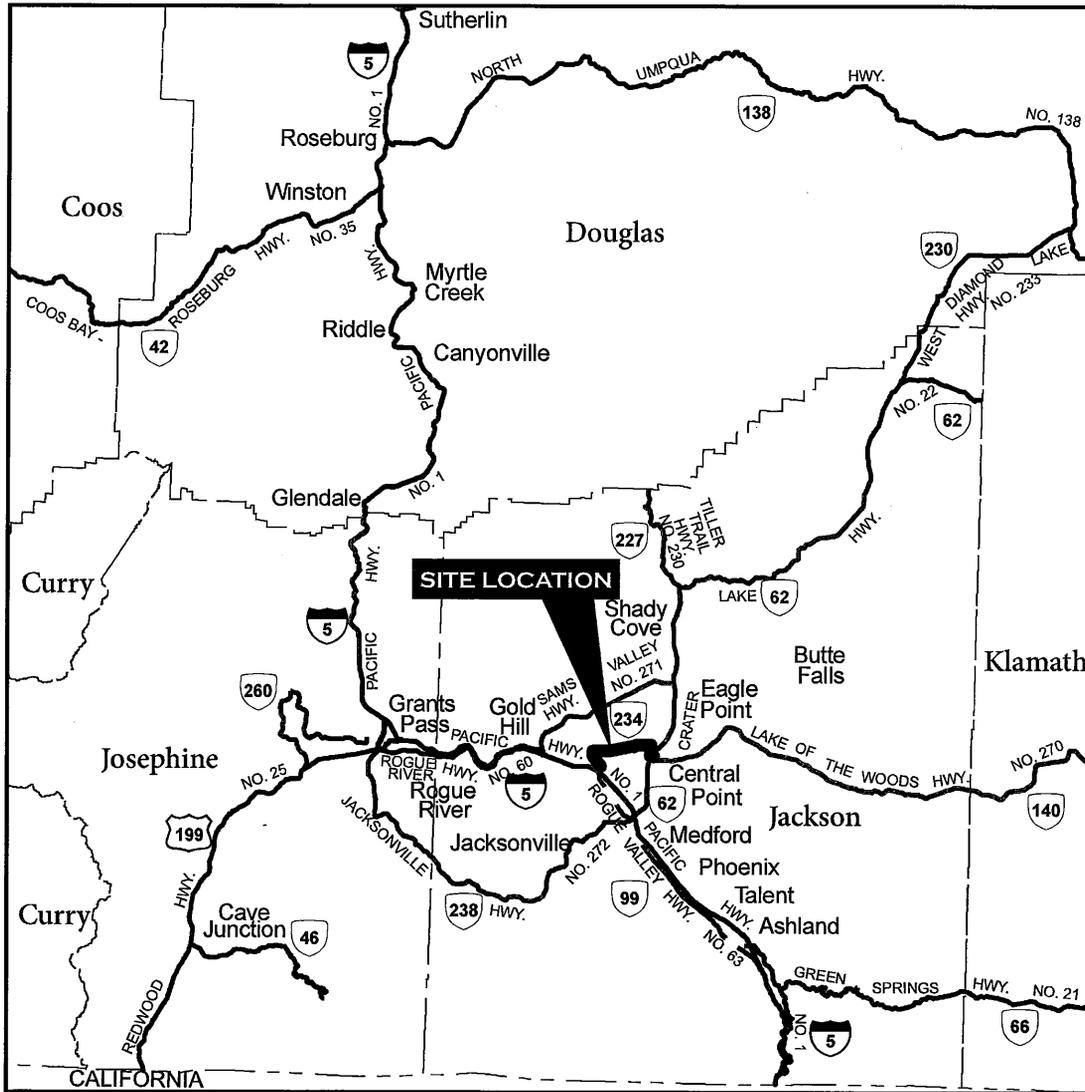
Management as a Statewide Highway will enhance the mobility of freight and other traffic moving between the intersection of Statewide Highways 62 and 140, and Interstate 5. However designation as an OHP Freight Route is not requested at this time. Efforts are currently underway to complete a Freight Plan for the State of Oregon that will likely include recommendations for additional freight routes. When this plan is complete, an OHP amendment will be requested to add any other identified freight routes, to ensure that the findings of the Freight Plan and the designations of the OHP are consistent. If that study identifies the Highway 140 Extension as a freight route, any subsequent classification would include consistency with ORS 366.215 freight route standards.

Background

A jurisdictional transfer (JT) #781, executed in October of 2007, gave ODOT jurisdiction, maintenance and control over the portion of this roadway that lies west of the Bear Creek Kirtland Bridge and east of the intersection of Pacific Avenue and Avenue G. On April 1, 2009 the Jackson County Board of Commissioners approved the recordation of a Quit Claim Deed that officially transferred these portions of the roadway from County to ODOT ownership. Although ODOT accepted liability and maintenance responsibilities for the central

PROJECT VICINITY

ODOT REGION 3



HIGHWAY 140 EXTENSION TO I-5 EXIT 35

-  SITE LOCATION
- LEGEND**
-  STATE HIGHWAY
-  COUNTY BOUNDARY

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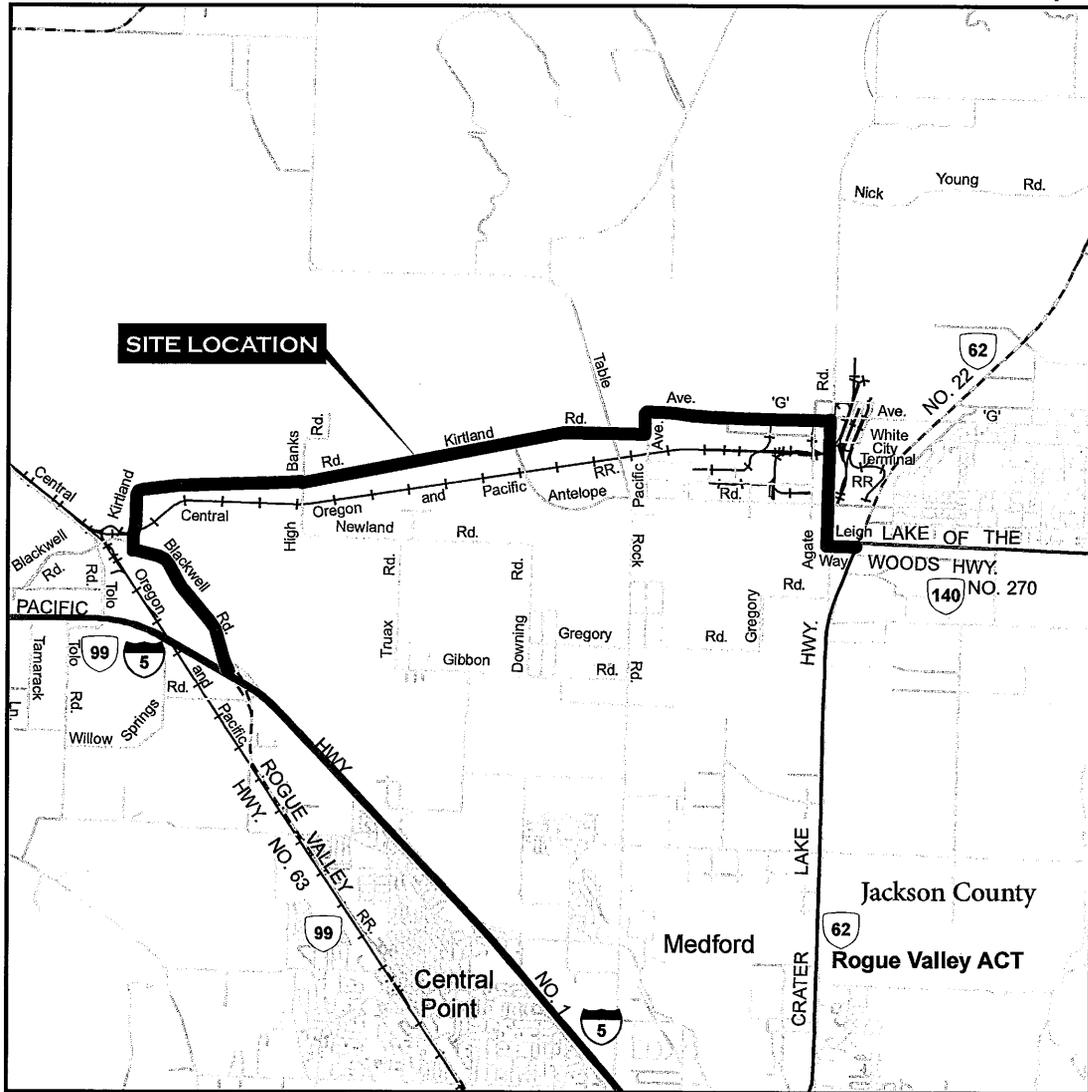


0 10 Miles

SPECIAL PROJECT # 2173
JULY 2008

PROJECT LOCATION

ODOT REGION 3



HIGHWAY 140 EXTENSION TO I-5 EXIT 35

- LEGEND**
- STATE HIGHWAY CLASSIFICATION**
- INTERSTATE
 - STATEWIDE
 - REGIONAL / DISTRICT
 - REGIONAL BOUNDARY
 - COUNTY BOUNDARY
 - ACT BOUNDARY

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0 1 Miles
 SPECIAL PROJECT # 2173
 JULY 2008

portion of this roadway between the Bear Creek Bridge and the Pacific/Avenue G intersection, Jt#781 establishes that full ownership of this portion will not be transferred to ODOT until Jackson County completes a project on Pacific Avenue. This project will eliminate the intersection and stop sign at Pacific Avenue and Kirtland Road, and result in a continuous movement between Avenue G and Pacific Avenue to Kirtland Road. It is identified as KN 14425 in the 2006-2009 STIP but is not likely to be completed until 2011 or later, due to a delay in funding. The County has indicated that when this project is completed, a second Quit Claim deed will be recorded and this central portion will also transfer to ODOT ownership.

Although the full extent of this roadway is not yet under the ownership of ODOT, classification as a Statewide Highway is requested now so appropriate access and mobility standards can be enforced to enable safe and continuous through traffic, and management can begin now to support a future freight route designation. In keeping with this intent, ODOT has identified projects for the Highway 140 Extension, to provide an improved road connection between the Highway 140 intersection with Highway 62 and I-5.

Improvement Projects

ODOT is currently beginning a project to improve connections to I-5 Exit 35 and provide increased mobility for freight and other traffic through this area. This project on Kirtland and Blackwell Roads is listed in the 2008-2011 STIP as the Hwy 140 Freight Extension (White City) - Key No: 13992. The project description states the intent as to increase lane width, provide shoulders, and widen ramps. The intersection will be changed from perpendicular with a stop sign, to a curve that enables continuous movement. Originally this project was intended to include work on three separate intersections on the Highway 140 Extension. However, due to a funding shortfall, the intersection of Kirtland and Blackwell Roads was elevated to priority status to be completed first.

The other ODOT projects that will be completed when funding is available involve improvements to the intersections of Leigh Way/Agate Road and Agate Road/Avenue G. The realignment of the Leigh Way/Agate Road Intersection will extend from a point on Leigh Way west of the signal at the intersection of Highways 62 and 140, to Agate Road. The project will result in a continuous movement that will bypass the stop sign and existing Leigh Way/Agate Road intersection. The Agate Road/Avenue G Intersection realignment project will extend from a point on Agate Road to Avenue G and will result in a continuous movement that will bypass the stop sign and existing Agate Road/Avenue G intersection.

Although the timing for these projects varies, all combine to enable greater mobility for freight and other traffic between Statewide Highways 62 and 140, and

the Interstate-5 Exit 35. The posted speed on this route is currently 45 mph in most places. Some roads have a design speed of 55 mph at this time, while others have areas that do not meet that standard. After completion of all of these projects, improvements will be made to four intersections and traffic will have continuous movement instead of four existing corners with stop signs. The posted speed will remain at 45 mph, but the design speed of the entire roadway will meet the 55 mph standard.

OHP Amendment and State Agency Coordination Processes

OHP Highway Classifications establish mobility and access management standards, and also influence levels of maintenance and investment. ODOT Procedure PLA 03-01 establishes a process for classifying highways in the state highway system. This Procedure clarifies that when a highway is constructed or reclassified, the Oregon Transportation Commission (OTC) must approve an amendment to the Oregon Highway Plan (OHP) to establish the new highway classification for the highway section. It is further clarified in the handbook, "Transferring Roads" that ODOT published in June of 2003, that any change to the state highway system must result in a related OHP amendment and highway map change. On page 14 of this document, it is also clarified that a Highway Designation Resolution must be approved to add a roadway to the state system.

Procedure PLA 03-01 further clarifies that the OHP amendment process shall adhere to the provisions of the State Agency Coordination (SAC) Program. Region 3 Planning, District 8 Project Delivery and District 8 Development Review staff have reviewed and commented on this staff report and classification recommendation. Also on May 7, 2009, this proposal was presented to the Planning Business Lines Team, to acquire their input and comment. And to complete the review process, the Region 3 Manager has reviewed this proposal and has approved its referral to the OTC.

The 30-day SAC process began on May 12, 2009 and concluded on June 11, 2009. This process was initiated by the provision of an amendment package to Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), and the Department of Land Conservation and Development (DLCD). Copies of the letters that accompanied this amendment package are attached to the cover memo as Exhibit C. Each of these three agencies was asked to provide comment regarding consistency of the proposal to classify the Highway 140 Extension, with the agency's applicable plans and policies.

Oregon Administrative Rule section 751-015-0065 provides direction regarding the coordination procedures for adopting final facility plans. Under point (2) of this section, the following is established:

The Department shall provide a draft of the proposed facility plan to planning representatives of all affected cities, counties and metropolitan planning organization and shall request that they identify any specific plan requirements which apply, any general plan requirements which apply and whether the draft facility plan is compatible with the acknowledged comprehensive plan. If no reply is received from an affected city, county or metropolitan planning organization within 30 days of the Department's request for a compatibility determination, the Department shall deem that the draft plan is compatible with that jurisdiction's acknowledged comprehensive plan. The Department may extend the reply time if requested to do so by an affected city, county or metropolitan planning organization.

During the May 12 – June 11, 2009 comment period, no written comment was received from Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), or the Department of Land Conservation and Development (DLCD). OAR 731-015-0065 provides that if no reply is received from an affected city, county or metropolitan planning organization within 30 days of the Department's request for a compatibility determination, the Department shall deem that the draft plan is compatible with that jurisdiction's acknowledged comprehensive plan. Based upon this provision it may be determined that the proposed OHP Amendment to establish a Statewide Classification for the Highway 140 Extension is consistent with each of the three agency's applicable plans and policies.

Comment was received from the DLCD both by phone and via e-mail after the June 11, 2009 deadline. This comment is included as cover memo Exhibit C and states that this proposal appears to have no inconsistencies with DLCD plans and policies. The comment also suggests that the improvement of a freight route warrants additional consideration in planning documents, to protect the function of the roadway at its connection to Highway 62 and at the interchange at Interstate 5 Exit 35. It further provides that policies should be adopted that reserve capacity for freight movement along this corridor. It should be noted that this concern will be addressed by a Corridor Plan that is proposed for the Highway 140 Extension, from the interchange at Exit 35 to the intersection of Highways 140 and 62. Region 3 Planning intends to begin this plan in February of 2010.

Management Direction & Goals

Access management standards for state facilities are listed in OHP Appendix C, with posted speed determining the appropriate number of feet for access spacing. The intent of the access management of this entire roadway has been to enhance the mobility and operations for freight usage.

Currently this roadway has a posted speed of 45 mph, and even with design improvements that will result in a design speed of 55 mph throughout, the posted speed is expected to remain at 45 mph. With this posted speed, the access spacing standards would be 990 feet for a Statewide Highway. Previous access negotiations on Avenue G and other segments have consistently supported the intent of reaching or surpassing this Statewide Highway spacing standard, as evidenced by an average access spacing of 900 feet for five recently granted accesses along Avenue G.

Zoning of Road Frontage

Zoning designations developed for the Urban Unincorporated Community of White City apply to much of the land with frontage on the Hwy 140 Extension. However portions of Kirtland Road and all of Blackwell Road have Jackson County zoning designations. Zoning designations are significant because they indicate the intended development of the property and the nature of the traffic likely to be generated. The road frontage involved, zoning designations and source of the applicable regulations are as follows:

Leigh Way: General Commercial (White City)

Agate Road: Mostly General Industrial with some Light Industrial and General Commercial (White City)

Avenue G: General Industrial (White City)

Pacific Avenue: General Industrial (White City) and Open space Reserve (Jackson County)

Kirtland Road: General Industrial (White City and Jackson County), Aggregate Resource, Open Space Reserve, and Exclusive Farm Use (Jackson County)

Blackwell Road: General Industrial, Aggregate Resource, Open Space Reserve, Exclusive Farm Use and Urban Resource – 1 (Jackson County)

Existing Designation of the Hwy 140 Extension

Jackson County Transportation System Plan (TSP):

The Jackson County Transportation System Plan (TSP), adopted on March 16, 2005, includes functional classifications for the County's roadways as shown in Figure 1. Classification is determined by several factors, including how the

FIGURE 1

JACKSON COUNTY TRANSPORTATION SYSTEM PLAN DESIGNATIONS

ROADWAY	PLAN DESIGNATION		FUNCTIONAL DESCRIPTION	CONNECTIVITY FUNCTION	TYPICAL ADT	DESIGN SPEED (Recommended) & LANES
	(White City UCB)	(Outside UCB)				
Leigh Way	Major Arterial		Serves both local and through traffic as it enters and leaves urban areas. Carries high volumes of freight.	Makes connections between cities and counties, collector system and freeways.	> 15,000	55 mph with 4 lanes + CTL
Agate Road	Industrial Collector		Serves traffic between local and community facilities. Lower volumes and speeds with local freight use.	Connects local roads and collectors to arterials and regional destinations.	2,750 - 15,000	35 mph with 2 lanes + CTL option
Avenue G	Industrial Collector				2,750 - 15,000	35 mph with 2 lanes + CTL option
Pacific Avenue	Industrial Collector				2,750 - 15,000	35 mph with 2 lanes + CTL option
Kirtland Road (White City UCB)	Industrial Collector				2,750 - 15,000	35 mph with 2 lanes + CTL option
Kirtland Road (Outside UCB)		Major Collector			4,500 - 15,000	50 mph with 2 lanes
Blackwell Road		Major Collector			4,500 - 15,000	50 mph with 2 lanes

FIGURE 2

FEDERAL FUNCTIONAL CLASSIFICATION

ROADWAY	CLASSIFICATION	FUNCTIONAL DESCRIPTION	ACCESS STANDARDS	ODOT HIGHWAY DESIGN MANUAL - 2003
Leigh Way	Rural Minor Arterial	Focus is on mobility but also link smaller cities and other statewide traffic generators not served by principal arterials.	Arterials provide higher mobility with a lower degree of access.	All speeds with ADT of >4000, Lanes 11-12 feet, 6-foot shoulders.
Agate Road	Rural Major Collector		Collectors provide a lower level of service at lower speeds for shorter distances	
Avenue G	Rural Major Collector		by collecting traffic from local roads and connecting to arterials.	All speeds with ADT of >4000, Lanes 11-12 feet, 6-foot shoulders.
Pacific Avenue	Rural Major Collector	Link communities not served by arterials and have an intracounty rather than statewide focus.		
Kirtland Road (White City UCB)	Rural Major Collector			
Kirtland Road (Outside UCB)	Rural Major Collector			
Blackwell Road	Rural Major Collector			

facility connects to the rest of the county system, traffic volumes and types of trips, adjacent land uses and anticipated transportation mode use. Although the intent is for the entire length of this roadway to be transferred to ODOT ownership, it is important to consider the direction of past management practices. As shown in Figure 1, the County's TSP classifies Leigh Way as a Major Arterial, Agate Road, Avenue G, Pacific Avenue and Kirtland Road within the White City Urban Containment Boundary (UCB) as industrial Collectors, Kirtland Road outside the UCB and Blackwell Road as Major Collectors.

The TSP describes the traffic function of a Major Arterial as to serve both local and through traffic as it enters and leaves urban areas. Access control may be provided and the roadway may have high volumes of freight with both local and external destinations. A Major Collector is described as serving through traffic between neighborhoods and community facilities, and between local roads and arterials, while still providing some degree of local access. Traffic volumes and speeds are typically lower than for major arterials, and freight use is primarily for local destinations. Industrial Collectors are differentiated from Major Collectors by having a lower design speed, wider recommended lane widths and no bike lanes or landscape strips.

The movement of traffic through an industrial area and the function of providing a freight connection has long been a consideration in the County management of this roadway.

Regional Transportation Plan (RTP)

The RVMPO 2009-2034 Regional Transportation Plan (RTP), adopted by the Metropolitan Policy Committee on March 24, 2009, identifies Leigh Way as an Arterial and the remainder of the road segments as Collectors. The RTP also identifies ODOT project number 904 as the OR 140 – Freight Extension project, a short-range project intended to provide land and shoulder widening for freight movements.

Federal Functional Classification

A Federal Functional Classification is assigned to all public roads using federal guidelines approved by the Federal Highway Administration (FHWA). It is a classification system by which roads are grouped into functional systems according to the type of service and amount of traffic the facility is intended to carry. All streets and highways are designated as Arterial, Collector or Local, depending on the type of traffic (local or long distance) and the degree of access they allow, summarized as follows:

Arterials: Provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Collectors: Provide a lower level of service at lower speeds for shorter distances by collecting traffic from local roads and connecting to arterials, with a balance between mobility and access.

Local Roads: Consist of all roads not defined as arterials or collectors, with the primary goal of providing access to land with little or no through movement.

The Federal Functional Classification of a roadway is used to determine both the design standards and the eligibility of federal aid funding. Figure 2 lists the current Federal Functional Classification of the roads that comprise the Highway 140 Extension, with Leigh Way as a Rural Minor Arterial and the remainder as Rural Major Collectors. Providing mobility for traffic through an industrial area and a connection between State Highways 62 and 140, has been considered to be a primary feature of this roadway.

Future Classification for the Hwy 140 Extension

Oregon Highway Plan (OHP) Classification

The OHP describes highways classified as Statewide as providing for high speed, continuous flow and through traffic movement in rural areas, and as providing high to moderate speed operations with limited interruptions in traffic flow in urban areas. Direct access to abutting property is a more minor objective. Both of these descriptions are applicable to the Highway 140 Extension, as this roadway passes through both the White City Urban Containment Boundary and through County lands, and connects two existing Statewide Highways (62 and 140) to Interstate 5. Access Management standards currently being applied demonstrate the need and intent to manage this facility as a Statewide Highway.

Design speeds will be consistent along the entire roadway and planned intersection improvements will ultimately enable continuous movement through four existing intersections. With this improved connection between I-5 Exit 35 to Highways 140 and 62, freight and other traffic will have a good alternative to using I-5 Exits 30 or 33 and Highway 62, for east/west travel through the area. Also, traffic originating in the north part of the Rogue Valley will be able to reach I-5 at Exit 35 conveniently without traveling through the urban commercial area along Hwy 62 to Exit 33. With consideration being given to the future classification of the Hwy 140 Extension as a freight route, the provision of continuous through movement is very important. Based upon these considerations, an OHP amendment to classify the Highway 140 Extension as a Statewide Highway is requested at this time.



Department of Transportation

Region 3

3500 NW Stewart Parkway

Roseburg, OR 97470

(541) 957-3500

FAX (541) 957-3547

May 12, 2009

Craig Anderson, Planner 3
Jackson County Planning & Development Services
10 South Oakdale
Medford, OR 97501

Dear Craig:

Enclosed is a staff report that has been prepared to support an Oregon Highway Plan (OHP) amendment to establish a classification of Statewide for the Highway 140 Extension. This roadway extends approximately seven miles from the junction of Highways 62 and 140 to Interstate-5 Exit 35. The jurisdictional transfer of these roads from Jackson County to ODOT was addressed by Jurisdictional Transfer #781, which was fully executed on October 17, 2007. OHP Highway Classifications establish the applicable mobility and access management standards, and also influence levels of maintenance and investment. To enable management as a Statewide Highway with the corresponding access and mobility standards, an OHP amendment and classification is proposed at this time.

Please review the findings of this staff report and indicate if this proposal is consistent with the applicable plans, policies and ordinances of Jackson County and provide a comment letter back to me at:

P. O. Box 3275
Central Point, OR 97502

Please provide this letter by June 11, 2009 in order to meet the review deadline for the State Agency Coordination process. This matter is scheduled for review and adoption by the Oregon Transportation Commission on July 23, 2009. I appreciate your review of this proposal.

Sincerely,

Shirley Roberts, Planner 3
ODOT Region 3

Enclosures



Department of Transportation

Region 3

3500 NW Stewart Parkway

Roseburg, OR 97470

(541) 957-3500

FAX (541) 957-3547

May 12, 2009

Vicki Guarino, Planning Manager
Rogue Valley Metropolitan Planning Organization (RVMPO)
P. O. 3275
Central Point, OR 97502

Dear Vicki:

Enclosed is a staff report that has been prepared to support an Oregon Highway Plan (OHP) amendment to establish a classification of Statewide for the Highway 140 Extension. This roadway extends approximately seven miles from the junction of Highways 62 and 140 to Interstate-5 Exit 35. The jurisdictional transfer of these roads from Jackson County to ODOT was addressed by Jurisdictional Transfer #781, which was fully executed on October 17, 2007. OHP Highway Classifications establish the applicable mobility and access management standards, and also influence levels of maintenance and investment. To enable management as a Statewide Highway with the corresponding access and mobility standards, an OHP amendment and classification is proposed at this time.

Please review the findings of this staff report and indicate if this proposal is consistent with the applicable plans, policies and ordinances of the RVMPO and provide a comment letter back to me at:

P. O. Box 3275
Central Point, OR 97502

Please provide this letter by June 11, 2009 in order to meet the review deadline for the State Agency Coordination process. This matter is scheduled for review and adoption by the Oregon Transportation Commission on July 23, 2009. I appreciate your review of this proposal.

Sincerely,

Shirley Roberts, Planner 3
ODOT Region 3

Enclosures



Department of Transportation

Region 3

3500 NW Stewart Parkway

Roseburg, OR 97470

(541) 957-3500

FAX (541) 957-3547

May 12, 2009

Bob Cortright, TGM Coordinator
Department of Land Conservation & Development (DLCD)
636 Capital Street NE, Suite 150
Salem, OR 97301

Dear Bob:

Enclosed is a staff report that has been prepared to support an Oregon Highway Plan (OHP) amendment to establish a classification of Statewide for the Highway 140 Extension. This roadway extends approximately seven miles from the junction of Highways 62 and 140 to Interstate-5 Exit 35. The jurisdictional transfer of these roads from Jackson County to ODOT was addressed by Jurisdictional Transfer #781, which was fully executed on October 17, 2007. OHP Highway Classifications establish the applicable mobility and access management standards, and also influence levels of maintenance and investment. To enable management as a Statewide Highway with the corresponding access and mobility standards, an OHP amendment and classification is proposed at this time.

Please review the findings of this staff report and indicate if this proposal is consistent with the applicable plans, policies and ordinances of the DLCD and provide a comment letter back to me at:

P. O. Box 3275
Central Point, OR 97502

Please provide this letter by June 11, 2009 in order to meet the review deadline for the State Agency Coordination process. This matter is scheduled for review and adoption by the Oregon Transportation Commission on July 23, 2009. I appreciate your review of this proposal.

Sincerely,

Shirley Roberts, Planner 3
ODOT Region 3

Enclosures

Shirley Roberts

From: Cortright, Bob [bob.cortright@state.or.us]
Sent: Tuesday, June 16, 2009 4:42 PM
To: bob.cortright@state.or.us; Shirley Roberts
Cc: Renz, John
Subject: RE: Hwy 140 Extension - Proposed Oregon Highway Plan amendment for Classification

Shirley

Thanks for providing additional time to review and comment on this plan.

As I indicated in our conversation yesterday I don't think there are any inconsistencies with DLCD plans and policies for the proposed plan.

I do think that the improvement of a freight route here warrants additional consideration in planning documents to protect the function of the roadway at its connections to Highway 62 and the Seven Oaks Interchange on I-5. My suggestion would be to adopt policies that reserve capacity for freight movement. For example at the Fort Hill interchange on Highway 18 ODOT amended the OHP to set a more restrictive mobility standard to reserve capacity at the interchange for long-distance travel.

Hope that helps.

Bob



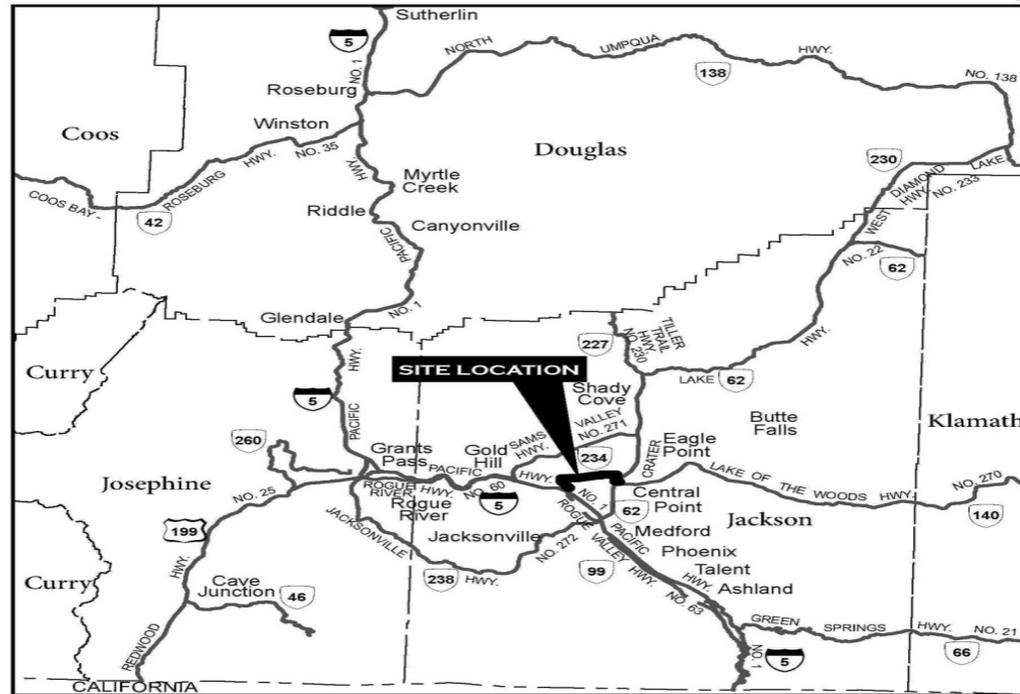
Proposed Oregon Highway Plan Amendment

- Subject: Hwy 140 Extension
- Purpose: Classification as a Statewide Highway
- Schedule: Before OTC on July 23, 2009



PROJECT VICINITY

ODOT REGION 3



HIGHWAY 140 EXTENSION TO I-5 EXIT 35

- LEGEND**
-  SITE LOCATION
 -  STATE HIGHWAY
 -  COUNTY BOUNDARY

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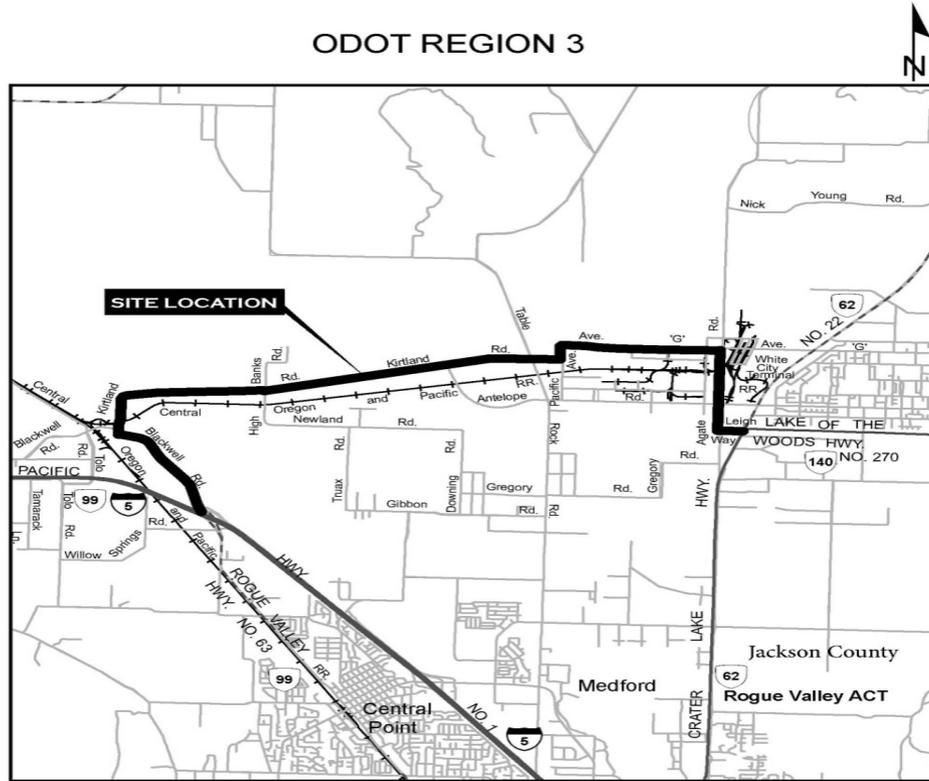
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SPECIAL PROJECT # 2173
JULY 2008

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PROJECT LOCATION

ODOT REGION 3



HIGHWAY 140 EXTENSION TO I-5 EXIT 35

- LEGEND**
- SITE LOCATION
 - STATE HIGHWAY CLASSIFICATION
 - INTERSTATE
 - STATEWIDE
 - - - REGIONAL / DISTRICT
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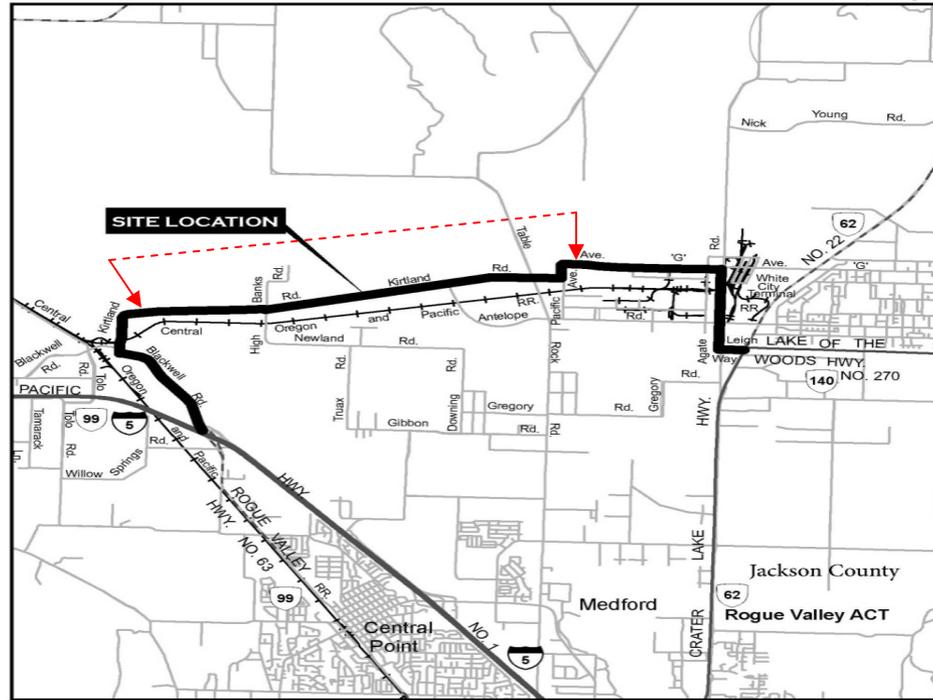
Highway 140 Extension

- Extends 7 miles from Intersection of Highways 140 and 62 to I-5 Exit 35
 - Includes Leigh Way, Agate Road, Avenue G, Pacific Avenue, Kirtland and Blackwell Roads
- Acquired from Jackson County via Jurisdictional Transfer #781
 - ODOT received jurisdiction, maintenance and control ownership of east and west portions.
 - ODOT accepted Liability and maintenance of center portion, shown on next slide.
 - Full ODOT ownership when County completes project on Pacific Avenue.



PROJECT LOCATION

ODOT REGION 3



HIGHWAY 140 EXTENSION TO I-5 EXIT 35

- SITE LOCATION
- LEGEND**
- STATE HIGHWAY CLASSIFICATION
- INTERSTATE
 - STATEWIDE
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0 1 Miles
SPECIAL PROJECT # 2173
JULY 2008

PRODUCED BY ODOT - GIS UNIT - (503)986-3154



Reasons for Classification as a Statewide Highway

- Hwy 140 Extension connects an existing statewide highway to an I-5 Interchange.
- Enables the application of access and mobility standards to preserve this roadway for the continuous through movement of freight and other traffic.
- Four intersection improvement projects are planned to ensure through movement.
- Access standards have been maintained at the Statewide standard.



Project Schedule

- Reviewed by District 8 and Region 3 staff.
- PBLT review – May 7, 2009.
- State Agency Coordination Process from May 12 to June 11, 2009- involving DLCD, Jackson County and the RVMPO.
- OTC review and approval on July 23, 2009
- Possible future designation as a Freight Route via findings of the Freight Plan.